

HUNTING FOR GAPS

Railway Lines Must Bend or Break

The Chesapeake & Western is surveying a line down Knapp's Creek to Marlinton.

This road is trying to cut thro' the mountains and give West Virginia an outlet to tidewater at a point some where between the B. & O. crosses the mountains and the C. & O. The route surveyed and as we understand it adopted runs from Marlinton up Knapps Creek to the Frost Gap, by Monterey and through the Shenandoah mountain to the terminus of the road. It is the route upon which the Staunton & Parkersburg turnpike would have been built had the engineers of those days known the country as well as the natives or had been able to take advantage of it. In their hurry to get to Parkersburg they constructed the road over the highest mountains in this country, where by the Knapp's Creek and Frost Gap route they could have utilized the Stoney Creek Gap in the Williams River Mountain and traversed the State without having to cross a single high mountain.

In those days when this turnpike was built, it meant as much to the country as a rail road does now. The big four horse stage coaches and freight wagons were what trains are now. The relay stations where fresh horses were kept were the ends of the divisions. Along the line of such a road farms were cleared and improved, towns were built and money sought investment. Opulent tavern keepers lighted their pipes with wisps made of paper money and all was bustle and activity along the stage line. It had exactly the same effect upon the country that railways have now. Railroads were in use at some places but they were regarded as something like a submarine boat, very good things in their places, but that they never would be in general use and were not to be counted on.

When our fore fathers learned that while the great turnpike was to cross the country and was to be built over Cheat Mountain and over the highest part of the Allegheny instead of over the easier grades a little to the south, a howl went up, but it did no good. "Truth forever on the scaffold, wrong forever on the throne." Some active men on the west of the mountain would that the road come by their towns and that the road over Cheat and the Allegheny.

Now that the C. & W. is aiming to traverse practically the same country they have found the gaps which the old engineers could not use on account of not putting thereof far enough north. If the railroads should ever belong to the government, as public roads do, the amount of wire working that would be done when a new railroad was to be built would even surpass the old days when a road was made to go by certain towns regardless of the lay of the country.

The engineers would give instructions to displace the obstacles and run an air line to the west. When the State atlasman built the road through Virginia burg and New Market as the Lewis pike, the question was raised as to whether the road should follow the river into the cumber River into the Spring, cross Spring Creek mountain into Renicks Valley, and then across Droop Mountain, one of the highest mountains in the county. There were no mountains on the other route and when the railroad was built they never thought for a moment of taking to the mountains but came along up the open valley.

There were advocates for the open route but the road was built over Droop Mountain and used continuously for a through road until the railroad was built when the people around the end of Droop got back on the main thoroughfare.

The exigencies of trade and the great number of railroads built in the last few years just west of the county line, among which we can count the Condon-Lane Road, the W. Va. Central to Huttonsville, the Pickens road, the West Virginia and Pittsburgh to Cowen, and the same road to Richmond, will cause a road such as the C. & W. to be built east and west across the country.

Pocahontas interposes its eighty miles of length between a country of untold wealth and the sea. We hope that when it is crossed by a railroad that the very best possible route will be chosen.

Editor Times: Dear Sir—We notice in the Messenger of January 11 the report of a school taught by Mr. J. F. Hively, in which he challenges the teachers of the county to produce a like report. We join Mr. Hively in that challenge. He reports 9 boys enrolled and has a daily average of 18-5-9 boys in attendance; he reports 3 girls enrolled and has a daily average of 19 girls. Can you beat that, fellow teachers? No—no. Give Mr. Hively the cake.

A TEACHER

SIDE TALKS OF NEW YORK

Days of Danger, Nights of Waking in New York.

The reading matter of this country centers around New York as the English literature centers in London. New York is the only town we have ever been in where the printer seems to represent wealth and affluence, just as the banker or rich merchant does in a small town. The printers are found in the busiest portion of the town, occupying the tallest buildings, and in addition to swaying the public and moulding opinion seem to have money and be highly respectable members of the community.

For this we live New York! When we remember the poor country printer who runs a bill with the storekeeper until that thrifty soul is compelled to take it out advertising, and who has to contend with adverse fortune, we are inclined to say, long live New York.

This view is tempered however by many things incidental to life in that busy throng. While we are on the subject of printers we may mention something in that connection that seems to indicate that all printers there do not find life a bed of roses.

On our second day in that city we were called at 5.30 a. m. to give us time to get into an adjoining county by 7 o'clock in order to gain admittance to the machine shops in which we were to work. As we passed through Union Square just as day was breaking on a frosty morning in October, we saw all the benches of the Square were occupied by well dressed men who were sleeping in the best way they could. The arms of the benches prevented them from lying full length, and if they had stretched themselves at full length under the benches on the asphalt, they would have been arrested for vagrants. Several hundred men dozed with their heads on their shoulders and in various uncomfortable attitudes, and we were told that a large percent of these men were printers hunting employment in the city. The greater number of them were well dressed; so well dressed in fact that no one meeting them on the street in the day time would suspect them of being in want of a night's lodging.

The printers union has a large farm near the city where printers who are out of funds are boarded and who have to work at raising potatoes and other garden truck for their board, until they strike a job.

The writer classifies his personal experience in New York as the most unpleasant experience of his life, with one exception. We had wondered if ever would see New York, and if we did, under what circumstances. We went in on the finest train that runs to New York, which is No. 2 of our own Chesapeake & Ohio. It runs through on the Pennsylvania road from Washington, North, and as you approach the metropolis towns become as thick as hills in Potomac.

The train whisks through cities as large as Charleston without making a stop. At Newark a short stop is made, and a woman with two little children begins to collect about twenty parcels and try to get off. The train moves on and the conductor tells her to come back from Jersey City on the next train. We wonder in our poor weak way if that conductor knows that he has had a job put up on him and that the woman is enjoying a free ride, but minutes count as much in that terrible country as days do in some more favored regions.

The train stops at Jersey City, and you get off in a depot that covers enough ground for a good sized corn field. The ferry boats run their blunt noses into their different stalls. If we had known where we wanted to go we would have taken the Brooklyn line on the extreme right, but as it was we took her one on the extreme left.

As we got down from the train the way was blocked by a man who was barely able to move with rheumatism. We took him under our wing and landed him in New York, half carrying him, and going back several times for baggage. We had the honor of holding up the ferryboat a few seconds on the New York side.

The harbor was a scene of confusion to a landsman. Ferryboats, ocean steamers, sailing vessels, and tugs were threading their ways like people in a country dance. The only peaceful scene we saw was the man at the wheel on a small sailing ship, steering under full sail, smoking a pipe and not another soul in sight on the ship.

We had picked out a pretty good hotel to stop at. We asked for a room, and the clerk gazed at us until he detected the hayseed in our hair and decided in a most offensively glib way that the hotel was full. We found a hotel just as good however, where they were not so particular, and where they robbed us handsomely. The price for a bed room 6x12 on the fifth floor was \$1.50 a day. The bed was a cot, and we paid for what we ate.

We were a little particular about cigars, five cents being our limit. There were none to be found in that portion of the city for less than 10 cents it seemed. We paid a dollar to stand up an hour or two in Keith's theater at a continuous performance that we were not interested in. We hunted for two hours to find a store where we could buy a pair of overalls and a mechanics apron, the department stores having closed at six o'clock, about the time we started in to buy our outfit to work in the mechanics shop the next day. In that six o'clock closing we struck a snag. We found the store of John Wamaker, dealer in general merchandise, and went into one of the entrances.

A fine looking individual stepped up in front of us and said, "It is six o'clock!"

We said, "Is that so?" and he said it was.

The arrest was a little embarrassing and he explained wearily that nobody was admitted after that hour. That the customers then trading would be waited on, but no new ones would be admitted.

This was a surprise to a man who came from a town where a merchant would rise from his bed in the dead hours of the night to sell a man a pound of soda.

The next day we went over into Brooklyn and after looking at six or eight rooms found tolerable board and a clean room at an Irish woman's for a dollar a day. Here we found that to keep peace with the house we had to allow her to put two men in our room, but as they were mechanics, like the writer, and one of them in the same machine shop we did not object.

Our main remembrance of New York is of days of ten hours hard work, tearing down and building up machinery, and of rying to sleep, of nights with innumerable ferry boats tooting for other ferry boats to get out of the way, all the time suffering from a pet malady called the grip. Under those circumstances it is no wonder that our memories of the big city are feverish.

THE DUMMY INCIDENT.

A visitor to the town who had imbibed very freely stopped at the corner of 8th street and 3rd avenue to take his bearings, in front of Cooper's store. He leaned up against a well dressed dummy on the side walk. He thought he had given offense to some person and he lifted his hat and apologized.

The incident recalled a dummy joke of many years standing in the town of Lewisburg. Eight or ten years ago a well dressed dummy which stood in front of a clothing store was a great favorite with the Seminary girls. It looked so much like these pink and white duds that fine women take instead of men.

One day about dark the dummy having been removed on account of a threatened rain, an elderly citizen was standing in the same place. A group of Seminary girls came by and the near one let out with her hand, hit the prominent citizen in the waist coat and said, "Hello, old man!" The old man said, "Wow!"

The young lady was covered with confusion, and the old man had a hard time for weeks, as some thousands would greet him with a blow in the tummy, saying hilariously: "Hello, old man!"

Ice harvest has been going on in Marlinton. Ice is one of the necessities of life in Marlinton in summer, owing to the absence of cooling springs and cellars. Butter, milk, fresh meats and berries, and drinking water are all dependant on ice. Beer, which has become so common late years, needs ice to make it acceptable to the beer bibber. For some time the work has been going on.

The ice was ready to be gathered before we realized it. Several consumers have put up as many as fifty loads each. One ice house when opened was found to be half full of ice from last year. The ice gathered has ranged from 4 inches to 10 inches in thickness.

NOTICE.

The annual meeting of the stock holders of the Bank of Marlinton, Marlinton, West Virginia, will be held at the banking rooms of said bank on the 28th day of January, 1908, for the election of directors for the succeeding year and to attend to any other business which may lawfully come before it.

RAILROAD NEWS.

The Following is a Washington Special to the Pittsburgh Dispatch.

The West Virginia Central has not been sold nor will it be, but is to become a part of the trunk line which will enable the Goulds to get to the Atlantic seaboard. The deal involves a bond issue of \$35,000,000 which will be completed when Senator Davis returns from Mexico, where he has been for six weeks. The Western Maryland will not be a part of the new line. It runs into the Pennsylvania terminus at Baltimore, and for the Goulds to buy it would be almost as bad as to take money and dump it into the fire.

That is the substance of the statement to the Dispatch correspondent by Col. R. C. Kerens, of St. Louis. The Missouriian, who is probably better known to fame as the Republican leader in Missouri, is the partner of Senator Ekins in the West Virginia Central, and he knows all that is going on.

It is not a sale which we have been making. The road has not been sold, but it has gone into a deal whereby we are to get to the ocean. We are building to the Little Kanawha railroad and the Washab is putting a bridge across the Ohio River. We are going to Lake Erie. Our relations to the Washab are very friendly. There the Colonel stopped.

Is the Western Maryland in the deal? was asked.

"No; that road runs into the Pennsylvania terminus at Baltimore. That would hardly be a profitable place to go."

"Does the extension of the Central to the Chesapeake & Ohio mean that its tracks will be used to the Atlantic?"

"Well, we are building to the Chesapeake & Ohio, but perhaps you have heard that there has been talk of our building clear to the ocean on our own account. The deal involves a bond issue of \$35,000,000, and there are many things one can't tell because it takes time to make arrangements, but when Senator Davis gets back there will be much done."

Greenbank.

Cold, wind, rain, ice and frost. R. E. L. Doyle of Marlinton delivering books for Price Bros.

We are surprised to think that any citizen of our grand old Pocahontas County would want licensed saloons to ruin our noble young men. Better read your Bible, see what it says and then speak.

B. B. Williams was in town on Saturday enroute for Travellers Rest to open the Arhogast school. G. W. Sharp has the Grassy Ridge and D. A. Tharp the North Fork, and still there are schools without teachers.

Wanted, a feed store in Greenbank, to handle corn, coal and wood. Miss Ena Moomau is teaching a select school at her home, Dr. J. P. Moomau's.

Miss Daisy Eskridge and Mrs. Samuel Sheets were in town Saturday. J. H. Curry is desirous of obtaining a clerkship with some reliable firm. For further information write him.

W. L. Brown, of Arbovale, was in town Monday, hale and hearty. Mrs. W. H. Hull is down with the gripe. BLACK HAWK

FOR SALE

Having decided to go into other business, I will sell privately my drugstore in Marlinton, W. Va. on good easy terms.

PARIS D. YEAGER.

Ecclesiastical Impoliteness.

Why is it that speakers, editors and press correspondents of the Methodist Episcopal Church, Southern so offensively persistent in referring to the Methodist Episcopal Church as the "Northern Church," the "Northern Methodist Church," the "St. Louis Christian Advocate" calls it this week. How would the Methodist Episcopal Church, South, enjoy it if we spoke of it, or wrote of it, as the "Rebel Church," the "Slave Church," the "Rebel Methodist Church." Such offensive designation would be rightly stigmatized as an insult. But is it less offensive and insulting for the Methodist Episcopal Church to be nicknamed as above? These people have sense enough to know that there is no "Northern Methodist Church," but never the less they persist in this impoliteness. Why is it? It is no excuse to plead that it is a convenient designation of difference when the two churches are mentioned. We are not responsible for there being a Methodist Episcopal Church, South, and no one has any right to misname the Methodist Episcopal Church in order to tone down the sectionalism involved in the official name of the Southern Methodist Church. Ecclesiastical courtesy demands that when a church is spoken of it should be in respectful terms, and not in a language misleading and false. Reprinted from the Methodist Advocate by Request.

Some of the boys attended the closing ceremonies of Berley-Williams school at Cov Hill and report a good entertainment and a nice time generally.

MISS POOH.

Knights of Pythias.

The following officers of Stone-wall Lodge, 134, K. of P., were installed last Wednesday night by Deputy Grand Chancellor R. A. Kramer.

C. C. J. Richardson
V. C. Hubert Echols
Prel. W. A. Grove
M. of W. Snowden L. Hogsett
K. of R. & S. W. B. King
M. of W. Harry R. Echols
M. of E. Dwight L. Alexander
M. at A. S. H. Hiner
I. G. C. C. Dunsmore
O. G. E. B. Andrews

Marlinton, W. Va.
Jan. 20, 1908.

Mr. Editor: Please announce that the second Quarterly Meeting of Marlinton Circuit will be held at Bethel (Swago) the first Saturday and Sunday in February. Quarterly Conference at 2 p. m. on Saturday. OLIVER LOWTHER
Pastor Marlinton Circuit M. P. Church.

The Red Shirted Man at Work on the Section

"When a man's sitting in an engine cab looking up the track with a constant watch for danger," said an engineer, "things sometimes look different from what they really are. This is especially true if after long service his eyes begin to be a little affected."

"I used to know an old engineer who was one of the most careful men on the road. In fact he was always worried for fear of an accident. One day he was pulling a long freight down a pretty fair grade when he suddenly clapped on the air and gave the highball with the whistle, sending the brakemen out over the train setting the hand brakes as fast as they could. Finally they brought the train to a stop, and every body ran up to see what was the matter. Among the men who came up was a red shirted section man. When the fellow got close, Jack, the engineer, began to rip out the biggest string of curses I ever heard. He damned up and down any man who would wear a red shirt while working on the section, for Jack had seen that shirt and thought it was a red flag and stopped his train."

"I had an experience myself not long ago," spoke up another engineer. "It was since the new electric headlights were put on. You know how they look coming up the track. They're so bright you can't see anything else, and its hard to tell whether they are moving or not. I was running a freight and had a pretty heavy train. We were coming around a curve just before making a siding to pass another train, when one of those electric headlights flashed upon me. I thought it was all over with me, but I stopped to put on the brakes and reverse, and hung on just a minute in hope of getting the train stopped before I jumped. The grade wasn't very heavy and I got the train stopped all right. Before I started to jump I looked again. I discovered that the light didn't seem to be any nearer I investigated and found that the other train was at a standstill, waiting for me at the switch—Salt Lake Herald."

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NOTICE.

The partnership of A. Harrison & Co., heretofore existing between Paul Golder, and myself has been dissolved by a contract mutually entered into. All accounts due said firm are payable under said contract to the undersigned.

Given under my hand this 11th day of January, 1908.

A. HARRISON.

AUCTION SALE

OF Personal Property

I will sell at Public Auction at the residence of the late Washington Moore, on Knapps Creek, Saturday, January 25th, 1908, the following property, to-wit:

- 3 Milch Cows
- 1 Grain Drill
- 1 Buggy Rake
- 2 Plows
- 1 Cutting Box
- 1 Wind Mill
- 2 Grinders
- 2 Iron Kettles
- 1 Corn Sheller
- 1 Cook Stove
- Household and kitchen furniture, too tedious to mention.

Terms of sale: For all sums of \$5 and under cash; over that amount upon a credit of six months bond with good personal security.

E. N. MOORE, Exec. of Washington Moore, deceased.
SWECKER, Auctioneer.

THE

Marlinton Drug Store,

HARRY R. ECHOLS, Prop.

A complete line of Pure Drugs,

MEDICINES,

TOILET ARTICLES,

DYE STUFFS, BRUSHES,

COMBS,

STATIONERY,

PAINTS, OILS, COLORS,

PAINT BRUSHES, ETC.

A full line of the best tobacco, cigars and cigarettes.

ELEGANT STOCK OF LOWNEY'S CANDY.

Physicians prescriptions a specialty.

Undertaking,

Academy & Seebert, W. Va.

We keep on hand a line of Caskets, from the plainest to the best and finest ever seen in this county. Full line of burial robes for men, women and children. An elegant hearse, the only one in the county. Everything up to date and first class. All messages by wire or phone to Academy or Seebert will receive prompt attention. Burials attended in person if so desired.

A. R. SMITH & CO.,

Smith & Hamilton

DEALERS IN

FRESH MEATS,

MARLINTON, W. VA.

Orders filled by Express Promptly.

LOCATED NEXT DOOR to Bank of Marlinton Building.

Fresh meats every Tuesday and Saturday.

EAST END LIVER.

BY C. L. HANGER.

Good Safe Horses, Neat Clean Carriages, Price Moderate.

I am now occupying the Wilson Stable near the Court-house. Any one in need of a first-class livery team will find all to call on me. Phone in office. Will treat you right.

Yours respectfully,

C. L. HANGER.

Marshall Business College

is located in the coming industrial center of three States; Ohio, West Virginia and Kentucky.

Huntington is beautifully located on the Ohio River, has more wide street and avenues than any other city in the country. College location most beautiful and healthy. Our close identification with the business interests of the three states immediately adjoining enables us to readily secure employment for our graduates. This is the coming commercial training school. Get your business education where you will be needed in the industrial world. Write for catalog today. Address W. A. RILEY, Sec., Huntington, W. Va.

WEST VIRGINIA UNIVERSITY.

MORGANTOWN.

Equipment: Ten buildings; libraries, laboratories, shops, aquaria, greenhouses

Faculty: Sixty-five members, trained in the leading universities of the world.

Departments: Eleven, collegiate and professional

Students: About 900 last year. Young men and young women admitted on equal terms to all departments.

Tuition: Free to all West Virginia students.

New Barber-shop

BERT BUSH, PROPRIETOR

The Marlinton Barbbershop will be opened on Tuesday, December 24, 1907, for business at the old stand adjoining the Gay & Kincaid Hotel. The shop will be conducted by Mr. Wm. Hartenstein, one of the most expert artists in his line in Baltimore. All work guaranteed. Your patronage solicited.

When Men Talk

Of Clothing, Hosiery, Shirts and other furnishings and of places to buy them, our store is sure to be favorably mentioned. Why?

- 1 Because I carry the largest assortment in town.
- 2 Because the latest styles and best quality are kept.
- 3 Last but not least, the lowest prices.

REDUCTION SALE.

From now on I will make a large reduction in heavy underwear, overcoats, sweaters, over-shirts and heavy suits.

I have some ladies half arctics I will sell at 55c

A Candeo half arctic at 60c

Ladies rubbers at 25c

I have some of those all wool overshirts left, at \$1.40

I also have some heavy lined duck coats at \$1.00

Call and let me show some bargains: I am sure to suit you.

Thanking you for your kind patronage during the past year, also thanking you in advance for what you may see fit to buy this year,

J. A. HOOPER

MARLINTON, W. VA.

GENTS FURNISHER

Wagons and Fertilizers

Have in Stock the best Line of Fertilizers and Wagons in the County.

Flour, Grain, Salt,

At prices to Astonish you,

Let us have your Orders for

COAL